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N AMERICAN *fisherman*

AND

OUTDOOR WEST

P.5
**September
1956**



**SAN PEDRO FISHERMEN'S FIESTA
September 15-16**



**NATIONAL TUNA WEEK
September 13-22**



See you at the Polls!

When all the shouting is over and the last campaign speech has been made, isn't this what all the struggle is really about?

You and your neighbors are going to march to the polls November 6 and settle things the American way.

Not by fists or by force, not with a penalty if you don't vote, or the secret police checking up to see if you did.

You'll vote because it's the thing to do.

Vote as you please, of course—but vote.

Vote for the party and the candidates you honestly believe will represent you best.

But also vote because you believe in the democracy of ours and you want to keep it the way it is—a country where you can have your say and nobody else can say it for you.

Everybody you know will be there.

We'll see you at the polls.

VOTE NOVEMBER 6th!



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All Activities of the American Tunaboat Association

Are Directed to the Improvement and Prosperity

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Looking for Albacore

LOOKING for a needle in a haystack is child's play compared to trying to recover 2,791 tagged albacore in the 5,000,000 square miles of Pacific Ocean where this prize of the ocean angler ranges. At least that is the way some Department of Fish and Game researchers feel about the elusive food and game fish, but surprisingly enough, they are obtaining considerable information leading to basic management of the fishery.

And the department's hand is being strengthened greatly by cooperation of both sports and commercial fishermen.

Log Books

Last year log books were distributed to 328 boats, and as of the first of December logs recording albacore catches have been returned by 64 boat captains, covering 95 trips.

Harold B. Clemens, marine biologist in charge of the albacore studies, in thanking the captains for their cooperation, added that the records were well kept, and contained valuable information on catch localities of tagged fish.

"Basic data for the study of any fishery includes knowledge of the locality in which the fish was caught," Clemens said, "For that reason the log recoveries have already provided some fundamental knowledge."

Other than the facts that the albacore is the prize of ocean anglers, and brings a premium price to commercial fishermen, and housewives prefer its lighter meat to that of other tuna species, little is positively known about this handsome tuna with the remarkably long fins that give it the nickname of "long-fin."

Spawning in Mid-Pacific

Because no one has ever observed spawning fish, or one ready to spawn along the North American coast, it is believed that the albacore spawns far out in the mid-Pacific where the really big ones are caught by the long-line fishery.

It is known that the coastal California and Japanese fisheries get only the medium to small fish, and scientists have theorized that these coasts see the albacore only once as they

pass along the shores and then head again to the vast reaches of the Pacific around Midway, the Mariannas and other archipelagos in that area.

Tag returns show that sometimes the albacore makes his pass close in, within reach of the sport fishermen and the smaller commercial fishing vessels, and sometimes a fair distance out to sea, where he is taken only by the larger vessels.

Abundance

Officials of the marine fisheries branch of the department feel that there is no question as to the abundance of this fighting game fish even when he fails to show up in the sport-fishing catch. Often in that case his trip up the coast is either outside of the range of the sport fleet or perhaps the result of a poor hatch during that or a previous year.

Just when he begins his westward migration from the offshore area is not known, but it appears that this turning point varies all the way from San Francisco north to Vancouver Island, B. C. His tenure along the Pacific coast is brief—from mid-June to mid-November or perhaps a little later. He then disappears rapidly and is not seen off the California coast until the following year. Tag returns partially confirm this north and westward migration pattern, as none of the recoveries made thus far have been south of the place of tagging.

Also, fish taken off California average about 15 pounds, while albacore twice that size have been caught consistently by the mid-Pacific long-line fishery.

One particular fish evidently failed to follow this pattern. He was tagged and released off the Southern California coast, and recovered 324 days later 450 miles off Tokyo, Japan, a distance of 4,724 airline miles. Another moved 3,166 miles to the Midway area, and a third 2,931 miles to an area north of Hawaii. Another one moved from 27° north latitude, off the coast of Baja California, to 38° north, off Point Reyes, or a distance of 673 miles.

Returned by Japanese

Albacore tags have been returned by Japanese fishermen and by Cali-

fornians, and other species of tagged tuna have been returned by Latin Americans from off Central and South America. Signs asking for return of the tags have been posted in Spanish, in English, and in Japanese at various ports half a world apart.

Most of the albacore tagging program is conducted from the department's research vessel, the *N. B. Schofield*, although some is conducted by department marine biologists aboard commercial or sports fishing boats.

Why is the albacore such a prize for both sportsmen and commercial fishermen?

Sportsmen like to go after him because he is such a fighter. The albacore will charge thither and yon, striking chummed anchovies like a frenzied tiger, and when he takes the hook he's concentrated dynamite in the water.

The albacore brings a premium price all the way down the line of distribution from the commercial fishermen to the canner to the housewife. The meat is lighter than other species of tuna and of better texture.

Some connoisseurs prefer other species as more flavorful, but the fact remains that the albacore, or "white meat tuna," is No. 1 on the commercials' hit parade.

It also is the top fish export of Japan, accounting for an estimated one-fifth of the American tuna consumption although the Japanese themselves prefer other species for their own use.

Learning More

This much is known about the fighting albacore. Department of Fish and Game men cooperating with scientists in Oregon, Washington, Canada and Japan, are learning more all the time. How fast it grows, where it spawns, why it migrates to the coasts of two great continents and then leaves abruptly, and the length of its life span, are question marks right now.

Many of these facts are being determined by the return of the little spaghetti-like tags attached just to the rear of the albacore's second dorsal fin.

Commercial fishermen who return their tagged fish and log books are helping to establish this fund of knowledge. Sportsmen who return tagged fish and data are doing an equal service to a great fishery. *





Each year the Fiesta has a Skipperette who reigns over the activities on the two-day program. Last year comely Amelia Nizetich, daughter of a fisherman, was Skipperette as shown above.

BUILDING A GREATER *Los Angeles* *Harbor*

IN KEEPING abreast of the surging industrial development of Southern California, the Board of Harbor Commissioners of the City of Los Angeles is completing a \$35,000,000 building program, initiated shortly after the end of World War II, to create new facilities needed for the industrial expansion and bring up to date those improvements that had to be delayed during the war.

Approximately \$4,000,000 has been expended by the Harbor Commission to complete fish handling installations and about \$7,000,000 has been spent in the last two years for land purchases, streets, dredgings, bulkheads and other improvements to existing property. These expenditures are in addition to \$1,000,000 a year spent for maintenance.

Two major postwar projects — a \$10,000,000, 46 acre terminal at Berths 195-199 already preferentially assigned to Matson Navigation Company and the \$6,000,000 8-acre combination passenger-cargo terminal completed for the American Presi-

dent Lines—are already occupied and have enjoyed a surge of cargo over their docks in the last year.

Harbor Engineers are in the process of completing or have completed in the last few months four huge construction projects costing nearly \$3,000,000. A 600-foot concrete and steel marginal wharf for the fishing industries is in use at Fisherman's Wharf, off Main Channel, San Pedro District. In the last few months the Engineers have supervised the completion of a new 600-foot concrete and steel marginal wharf costing nearly \$800,000 at Berth 199, Wilmington District for shipping. A \$1,000,000 new transit shed is now being built on the wharf which will be assigned to the Matson Navigation Co., for use in its transpacific shipping.

Just recently a \$375,000 project was finished at Berths 228D and E in Port of Los Angeles, Los Angeles' Terminal Island district. This project added 40-feet in width to the 960-foot transit shed leased to the Luckenbach Steamship Company. The addition of the 38,400 square feet to

the shed area makes its overall length 160 feet.

The additional 12,000 tons of cargo to be received there every month means \$5 in wages for each ton received in the Los Angeles area according to the estimates commonly used in the United States ports, or total of \$60,000 a month. The new shed area is in addition to 372,72 square feet or 8½-acres of shed, platform, wharf and ramp space, already preferentially assigned to Luckenbach.

Within the next 10 years \$14,000,000 in new construction of transit shed improvements is on the Harbor Engineer's drawing board according to Bernard J. Caughlin, general manager of the Port of Los Angeles.

"We are in the midst of a separate \$5,000,000 program, along with new construction, which calls for the widening of four shipping terminals in West Basin, Mormon Island and Terminal Island," Caughlin said. "We also have plans to spend \$1,000,000 for new cargo terminals

est Basin; \$2,000,000 for the construction of roll-on roll-off facilities for new intercoastal and coastwise ships under construction; \$1,000,000 for a bulk unloader and loader in West Basin; and \$1,000,000 for a truss pre-cooling plant."

Among the cost figures of last year's building and improvement program was \$200,000 for new timber wharf for the fishing fleet at outer end of Fishermen's Slip, Berth 3-Y&Z, San Pedro District. In this year's budget is another \$300,000 for completion of timber wharf at inner end of Fishermen's Slip, Berths 73-7&X.

Three possible landing sites in port of Los Angeles are being considered for the projected truck-trailer roll-on, roll-off type of vessels. The company proposed to operate the ships between Los Angeles and San Francisco within two years.

Test runs were made prior to the hearing before the California State Public Utilities Commission on the application of Pacific Trailorships to operate six round trips weekly between the two cities, utilizing two ships each transporting 45,000 tons of cargo.

The unusual ships will be stern loaded and have three truck parking cargo decks. Although no such ships actually exists today, one is under construction as a proto-type by the U.S. Navy at a shipyard in Chester, Pennsylvania. Running time between the two West Coast ports is estimated at 18 hours.

The trailorship idea is suggested as a means of greatly reducing cargo handling costs and time. Truck-trailors are driven dockside and towed aboard the ship. At the terminal the trailers are towed to destination thereby eliminating unloading from a land carrier and reloading to a water carrier.

Vast shifts have taken place in the industrial pattern and, consequently, in the concentrations of population in the United States since World War II, according to the U.S. Department of Commerce here. The West Coast, much of the area west of the Mississippi and in the deep South, all have felt the impact of new industry and burgeoning populations. But of all the shifts, none has been as dramatic as that which has occurred in Southern California, particularly in the Metropolitan Los Angeles area. By Federal definition, this area consists of Los Angeles and Orange Counties.

Over \$6,000,000,000 was invested in plant and equipment in this area during the 10 years from 1946 through 1955. About \$2,000,000,000 of the total went into constructing and equipping manufacturing plants. The remainder was spent for shops, offices, super markets, utilities and other commercial facilities.

Completion of all this construction created nearly 750,000 new jobs in the Los Angeles Metropolitan area, over 500,000 of them during the past five years.

Phenomenal Population Growth

This same area has shown a phenomenal growth in population. The decade from 1940 to 1950, for example, populations increased from 2.9 to nearly 4.4 million, an increase of approximately 50%. In contrast, the population of the United States increased by about 15% during the ten year period.

Since 1950 the Los Angeles Metropolitan area population has jumped nearly 20,000 persons a month, or a total of almost 1.2 million persons.

Today this area, the third largest in population in the entire country, is crowding Chicago for its second place. And in the number of families—a market that offers the greatest potential for a host of consumer products—Metropolitan Los Angeles, with close to 2 million of them on January 1, 1956, is second only to the New York Metropolitan area.

All these statistics point up the fact that to day's international trader is overlooking a rich market if he fails to cultivate the Southern California area. But if he does discover this market he will find a modern port, the world's largest man-made harbor, with sufficient facilities to dock any vessel engaged in world trade and equipped with modern up-to-date ground transportation to move the goods speedily from the docks to any point in the metropolitan area.

Experts in international commerce point out that in all too many cases distribution ends at the Mississippi River. As one of them put it: "The vast market west of the Mississippi deserves aggressive cultivation. The most logical starting point is Southern California."

These current developments are but the latest growth accomplishments achieved by the Port of Los Angeles. The story of the harbor is a story of a port which pulled itself up by its own boot straps. Unlike San Francisco and San Diego, which had their

fine natural harbors handed to them on a geographical platter, Los Angeles has had to build its harbor from what it was, in the late 1800s, merely a series of mud flats and narrow sloughs.

Today, the largest man-made harbor in the world, Port of Los Angeles stands as a monument to that uniquely American mixture: determination, dollars and creative vision.

The movement to give Los Angeles a harbor worthy of the name got its first major impetus in the early 1880s when a farsighted group of Los Angeles and San Pedro businessmen began a concerted effort to get the Federal Government to build a breakwater in San Pedro Bay. These efforts were rewarded in 1889, when the first barge load of rock was dumped off Cabrillo Beach.

It might be said Los Angeles started its harbor on a shoestring: it was necessary to annex a thin strip of unincorporated territory, now known as the "shoestring strip" from the southern city boundaries to San Pedro and Wilmington in order to link these waterfront communities to Los Angeles City proper and begin large scale municipal development of the Port. Consolidation of the communities of San Pedro and Wilmington with Los Angeles came in 1909. These and Terminal Island make up the three districts of today's Port of Los Angeles. To date, the Federal Government has furnished the harbor with about \$50,000,000 worth of dredging and breakwaters; and the City of Los Angeles has invested \$100,000,000 for terminals, transit sheds, wharves and other marine facilities. Of this \$29,900,000 was financed by Harbor Bonds, voted by citizens of Los Angeles. The last of these bond issues was voted in 1923 and over \$25,000,000 of the total sum has been retired. Present operations and developments are financed entirely by Harbor Department's current operating revenues.

Cargo capital of the Pacific Coast ever since 1923, Los Angeles Harbor is a 7,020-acre marine facility with 28 miles of waterfront. It has a proud history of progress but the 450 city employees who operate believe the best is yet to come. *



Reorganizing

Fish and Wildlife Activities

ACTION has started to reorganize governmental activities as provided in the "Fish and Wildlife Act of 1956" which was signed August 8, by President Eisenhower.

Secretary of the Interior, Fred A. Seaton, described the new law as "an important step forward in providing greater recognition at the national level of the country's vital stake in fish and wildlife conservation."

"This Act," he said, "will enable the commercial fishing industry to attain its proper place in the national economy and will assure sportsmen that the Federal Government is increasing its management efforts to develop adequate fish and wildlife resources for recreational purposes."

Under the terms of the Act, two new top-level posts will be established. One will be an Assistant Secretary for Fish and Wildlife, and the other will be a Commissioner of Fish and Wildlife. Appointments to these positions will be made by the President and will be subject to Senate confirmation. So far no decision has been reached as to who will fill these two positions.

The new Assistant Secretary position is the first to be created since May 24, 1950, when four Assistant Secretaries were authorized by Congress. It is the first major reorganization of the Fish and Wildlife Service since 1940 when the Bureau of Biological Survey and the Bureau of Fisheries were combined to form the service.

The Act also provides for the creation within the Department of a new United States Fish and Wildlife Service which will replace the presently existing Fish and Wildlife Service.

The new Service will consist of two separate agencies, each of which will have the status of a Federal Bureau. One of these agencies will be known as the "Bureau of Commercial Fisheries" and the other as the "Bureau of Sports Fisheries and Wildlife." Each Bureau will be headed by a director who will be appointed by the Secretary of the Interior.

Both Directors will handle their responsibilities under the direction of the Commissioner who, in turn,



will be subject to the supervision of the Assistant Secretary for Fish and Wildlife.

The Bureau of Commercial Fisheries will be responsible for all functions of the Service pertaining to commercial fisheries, whales, fur seals, sea-lions, and related matters.

One of the new functions authorized by the Fish and Wildlife Act of 1956, and proposed by the Department of the Interior, is the making of loans at 3% interest to mature in not more than 10 years "financing and refinancing of operations, maintenance, replacement, repair, and equipment of fishing gear and vessels, and for research into the basic problems of fisheries."

A fisheries loan fund will be created to be used by the Secretary as a revolving fund to make these loans. The Act authorized \$10 million to provide initial capital.

Another highlight of the Act of 1956 is the extension of provisions of the Saltonstall-Kennedy Act of July 1, 1954. This Act gave the Department of the Interior, for a three-year period ending June 30, 1957, 30% of the gross receipts from duties collected under the customs laws on a permanent basis. The limitation of \$3 million annually on the funds has been removed and the money becomes available on an "annual accrual" basis. This is expected to increase the amount to about \$5 million.

Secretary Seaton pointed out that this balanced program of technological, economic, market development, and biological studies and services to aid the domestic fishing industry has been highly commended by the industry during its first two years of operation. At the last meeting of the American Fishery Advisory Committee, held in May at Long Beach, California, the committee went on record for an "enlarged and extended Saltonstall-Kennedy Act as the best way to aid the industry." *

Why Not More Fish in Public Eating Places

A sample survey by FWS showed that of the 23,000 out of 150,000 restaurants and cafeterias which did not sell fish or shellfish meals, almost half of these eating places said there just wasn't "sufficient demand." Some 20% of the restaurants and cafeterias in the "no-fish" group said they served a "specialty of the house"—obviously not fish or shellfish. Another 10% didn't have sufficient storage space. Less than 5% of the reasons were attributed to difficulty of handling or cooking, keeping quality, or odor, and only 10% of the reasons were given as "too costly" or "involved too much work."

Of approximately 35,000 drug and proprietary stores with fountain service, the survey indicated about 16,000 or 46% of them constitute a potential target area for increasing consumption of fish and shellfish since they reported serving food other than seafood. Of these 16,000 establishments, 64% indicated "serve only specialty of the house;" and 14% reported "insufficient demand" by the public as reasons for not serving fish meals. The more important reasons given by establishments classified as "other," consisting of drinking places, lunch counters and refreshment stands, were "no meals served," "sold only specialty of the house" or "insufficient demand" in the order listed.

Shrimp Heads in Color

Shrimp with heads of pastel colors are not dreams; the biologists of the Institute of Marine Science of the University of Texas have discovered a safe, easy way of identifying shrimp for study.

They found that certain dyes introduced into a shrimp's body by hypodermic needle or food will color the head of the shrimp but will not color the edible portions.

This solves a problem. Because shrimp molt periodically as part of the process of growth, the usual methods of tagging have only been partially satisfactory. The dye persists in the heads for several months.

The identification work is part of study of the movements and migrations of shrimp populations. Shrimp is America's largest industry in terms of compensation paid for the product at the boat—more than \$70,000,000 a year—and most of America's production is in the Gulf of Mexico.

MARINE TELEPHONE BUSINESS

The marine telephone industry is bringing up record sales.

Next year—if the present rate of sales holds up—30,000 pleasure and commercial vessels will be equipped with marine-radiotelephone units. In 1945, according to statistics of the American Telephone and Telegraph Co., the figure totalled on 3,282 registrations. By 1950, the figure jumped to 15,917; in 1955, to 27,343. At the end of the first quarter of this year, 7,564 registrations were recorded.

Marine-radiotelephone manufacturers now have streamlined models to give added impetus to sales of the units. Sets are smaller in size, greater in power, and adaptable to craft ranging from small cruisers or fishing boats to ocean-going vessels.

Features of the new phones include automatic noise limiter, illuminated channel selector, and "squell" control. Sets incorporating these features were recently placed in production by Pacific Division, Bendix Aviation Corporation. The North Hollywood, Calif., company announced

four new models for both pleasure and commercial craft.

An idea of market distribution can be gained from regional figures of marine radio-telephone registrations. In the Atlantic coastal area, 13,690 vessels equipped with marine-radio-telephone units are registered; in the Gulf area, 3,310; Great Lakes, 1,264; and the Pacific Coast, 9,079.

Pacific Telephone & Telegraph said its records indicate that about 85% of the marine calls handled through Southern California channels are ship-to-shore, and 15% are shore-to-ship. About 65% of Pacific area craft, equipped with marine telephones, are pleasure craft. The remainder are commercial.



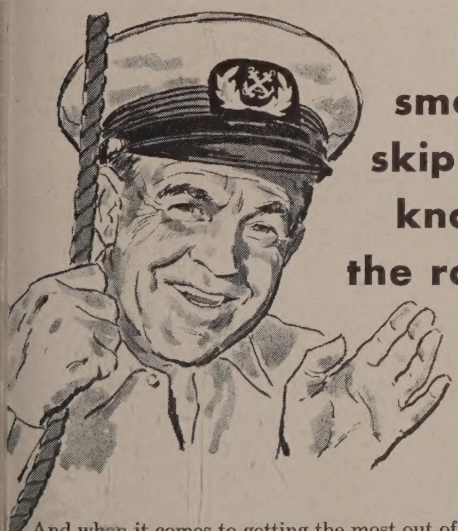
Safer Boating

If you're an outboard skipper, now is the time to take advantage of the Coast Guard's Auxiliary's "courtesy inspection" program, advises the National Automobile Club. This is the second year that the Auxiliary has extended its program to include outboard craft—runabouts and cruisers.

Here's what it means to you as a boat-owner: a thorough inspection of your craft and the equipment you carry—done in your interest and without cost—by an expert examiner of the Coast Guard Auxiliary.

If your boats meet all the requirements of the Auxiliary, you will be awarded the CGA decal, which can be carried on the windshield of your craft; if your boat or its equipment falls short of Coast Guard requirements, the inspector will make recommendations on how you can better equip your craft for safer boating.

Courtesy inspections are made only at the request of the boat owner; the Coast Guard Auxiliary will not report or attempt to enforce the law on an individual skipper. Instead, Auxiliary members limit themselves to recommendations and requirements of the Coast Guard.



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LOS ANGELES

CALIFORNIA



Typical view of the San Pedro dock with fleet of decorated boats in background.

FISHERMEN working out of Los Angeles Harbor — today the world's foremost fishing port—produce more than 35% of the nation's canned fish and the fresh fish requirements for a large segment of the country, but they still take time out to play as well as pray with their families.

Their principal catch is tuna and secondly sardines. Traditionally as the tuna season ends and just before the sardine season begins—generally in September—they take time out for their biggest celebration of all—the annual San Pedro Fishermen's Fiesta.

With a background of many nationalities in their antecedents — Yugoslav, Portuguese, Japanese, Mexican, Scandinavian — the fishermen have made their annual Fiesta such a colorful event that last year more than 250,000 people visited the Los Angeles Harbor area to witness the event.

The Fiesta starts on a Friday evening with skill contests among the fishermen, builds up in tempo through Saturday and is climaxed on Sunday morning with religious ceremonies and a parade of more than 100 boats transformed into beautifully decorated floats.

The Fiesta is growing so rapidly each year that many foresee the day when it may outdistance Pasadena's annual Tournament of Roses as another of Southern California's great tourist attractions.

This year the 10th Annual Fiesta will be September 14, 15 and 16.

10th annual FISHERMEN'S FIESTA

By HARRY BENNETT

100 Decorated Boats

During these magic Fiesta days more than 100 hard-working plain-looking purse seiners—boats of the world's mightiest commercial fishing fleet—are transformed into fairyland floats. Then, in all their riotous glory, they parade before an estimated 250,000 spectators as a climax to the unique celebration.

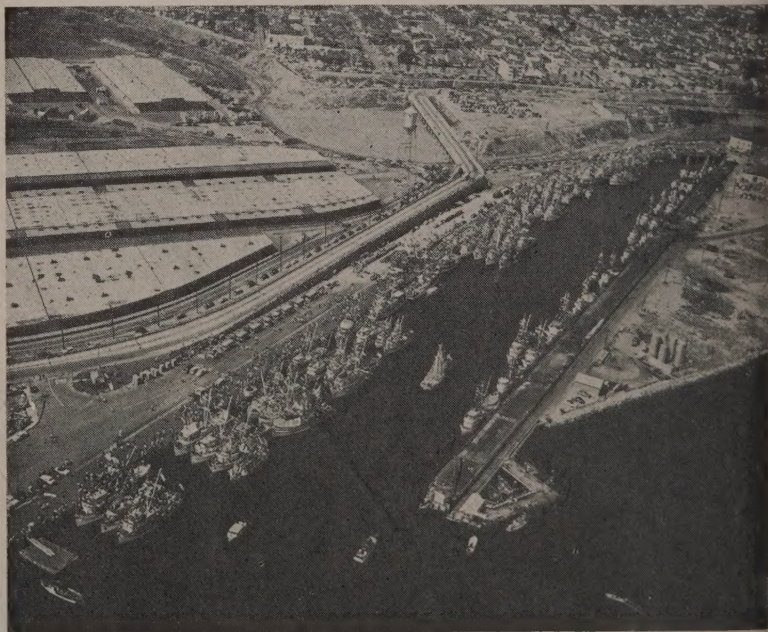
The Fiesta is a time of praise, prayer and celebration for some 7,500 members of the Los Angeles Harbor fishing industry who labor without letup against formidable odds to provide a substantial portion of the nation's foods.

Fiesta dates are partially determined by the light of the moon. Since sardines give off a phosphorescent light and can be seen only in the dark, a full moon keeps the fishermen in port. And this is the time when the Fiesta must be held.

The seafaring extravaganzas have been held since 1946. However, they had their origin in 1938, when fishermen celebrated a good season by decorating their boats with pennants and taking their families for a cruise.

Religious Aspects, Too

The inspiring religious aspect of the Fiesta was introduced in 1949, when Johnny Zankick, fisherman of



Parade of the gaily decorated ships is about to begin as they line up in the harbor.

Yugoslav descent, lead a group who were determined to revive the age-old European custom of blessing the boats of the fishing fleet with pomp and ceremony. This year James Francis Cardinal McIntyre will preside at the solemn occasion.

The Sunday ceremonies will start with solemn high mass celebrated at the Mary Star of the Sea Church, a simple wooden edifice where Los Angeles Harbor fishermen have worshipped since 1889. Following the mass, a colorful procession including white-plumed Knights of Columbus, sailors, soldiers and marines, winds down to Fishermen's Wharf, bearing a statue of the Blessed Virgin.

On the wharf, overlooking the scores of fishing boats the Cardinal pronounces benediction on the fleet, imploring the Almighty to keep safe the skippers and crews.

Next follows the magnificent parade of boats. Their multihued riotous decorations are the handiwork of fishermen's families who toil in secret to cover the boats from stem to stern with thousands of flowers, flags, pennants and other decorations.

Boats vie for cash prizes totaling more than \$12,000 in interpreting the special theme selected for the year. In past years themes have included such as "Musical Memories," "Beloved Stories," "Circus Time," and "Toy Parade."

The Saturday Fiesta activities and entertainment includes street dancing, fishermen's skill contests in net-mending and rope-splicing, folk dances by Japanese, Italian, Yugoslav, Mexican and Norwegian groups in costume, continuous movies in open air theaters, open house at the naval supply depot and aboard naval vessels, boat rides and a gay carnival. Fragrant-smelling booths of the exotic most colorful international food will tempt spectators.

Foremost Fishing Port

Los Angeles Harbor, world-famed for its cargo and passenger facilities, makes another claim to fame not so widely recognized: it is the world's foremost fishing port.

In fact, that statement can, with perfect accuracy, be made even more sweeping: it is the greatest fishing port of all time. Any of the famous fishing fleets of history would seem small indeed if placed beside the fleet used for that purpose by Los Angeles Harbor's commercial fishermen.

There, at the port's harbor-within-a-harbor where the world's largest fish cannery center is located, and at the municipal fish market on the main channel where a daily miracle of providing fish for vast multitudes is performed, over 400 commercial fishing boats unload their huge catches of tuna, sardines, mackerel, lobsters.

Maintaining its status as the world's fish market requires the labor of a large number of skilled people and the investment of considerable capital.

Over 1700 men gained their livelihood from plying their ancient trade of fishermen on the trim white boats putting out regularly with the favoring moon and tides from Port of Los Angeles. Their national antecedents are many and some of them come from families that have cast nets and lines upon the water for generations.

Two Categories of Boats

The Los Angeles fishing fleet can be divided into two general categories: 1, the boats, called purse seiners, which employ huge nets; 2, the clippers or jig boats whose crews use poles. They range in size from small two-man craft to big \$300,000 long-range boats with capacities of over 600 tons. Many of the larger boats go to the waters off Costa Rica, Ecuador and Peru, 2,000 miles away, in pursuit of their elusive prey.

The purse seiner carries, aft, a huge net and a couple of dinghies

which are used to pay the net out in a great circle around the school of fish. This net has floats along the top and weights and a strong metal "purse string" along the bottom. When the catch is inside the net, this wire string is drawn tight, making an open-topped purse of the net, which is then pulled aboard.

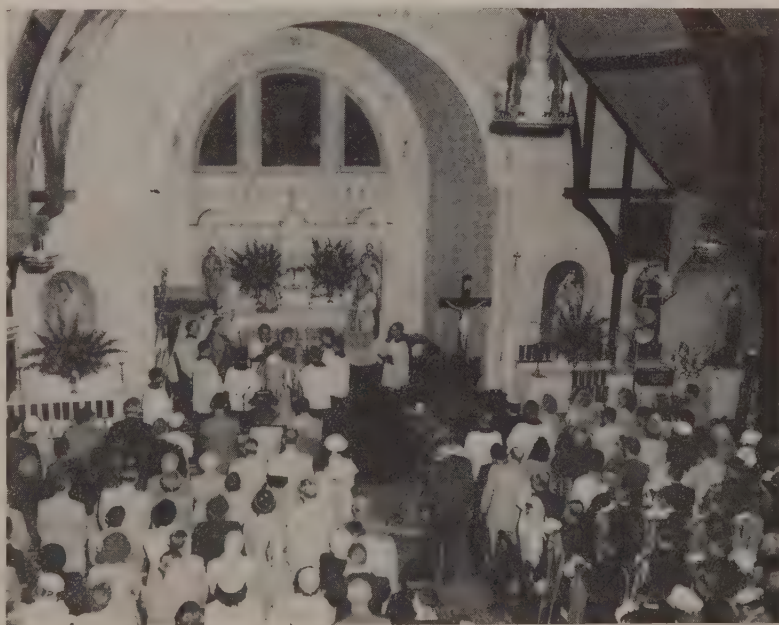
In pole-fishing, tuna are caught with one-, two-, and three-man pole set-ups. The wary tuna, weighing as much as 200 pounds each, are lured to the barbless hooks with bait, usually anchovetta in tropical waters, and jerked aboard with a mighty heave that requires practice and brawny arms.

The boats have their own deep-freeze units. The fish are put in 28-degree seawater wells, salt is added and the temperature dropped to 20 degrees, freezing the fish. The water then is drained off and ammonia coils in the wells maintain the temperature at 20 degrees until they are unloaded in port.

Canning Tuna

At the canneries in Los Angeles Harbor, mostly around Terminal Island, the tuna are eviscerated, washed and put in wire-mesh baskets for cooking in steam retorts at 218 degrees for three to six hours. After being cooled for 10 to 12 hours, skin and dark meat are removed on the cleaning tables. It takes over two

(Continued on page 12)



Solemn High Mass of Thanksgiving is observed each year in the Mary Star of the Sea Church.

The Fiesta Committees

The 10th annual San Pedro Fisherman's Fiesta saw more than 200 prominent members of various committees at work on arrangements.

Dr. E. C. Spires is general chairman of the event this year. Assisting him is a steering committee composed of George Bradbeer, Bill Bullock, Mason Case, Charles Carry, Clancy Dayhoff, Charles Donetti, Troy Garrison, Jean Haley, Emlyn Jones, Louis Kanaster, Don Loker, Howard Miller, Frank Masse, Bynner Martin, Anthony Nizetich, Robert Price, Ted Rafalovich, Mons. George Scott, Anthony Sokolich, and Nick Trani.

The publicity committee, which will endeavor to build the attendance record to a point in excess of the average of 250,000 which has been established in recent years, is headed by Charles R. Carry. Working with him are Clancy Dayhoff, Troy Garrison, LaRue Thomas and Ernie Winters.

The important budget committee is headed by Charles Donetti. He is assisted by Bill Bullock, Emlyn Jones, Louis Kanaster and Ted Rafalovich. Other committees are handling arrangements for the boat parade, dock program, promotional events and special facilities.

Mason Case is chairman of the boat parade and dock program, Anthony Nizetich heads the committee on special facilities, and Bob Price and Nick Trani are co-chairmen of the promotional events.

Assisting Case in connection with the boat parade and dock program are Herb Davis and Lou Kanaster in charge of guest boats invitations; Bill Donohugh, boat lineup, safety and parade schedule; Monsignor George Scott and Dr. Spires, dock and religious ceremonies; and Bill Bullock, boat decorations.

Working with Nizetich in arranging special facilities is Bob Rocker in charge of dock facilities; Dorothy Evanisevich, dock decorations; Tony Stanovich, dock cleanup; Vince Zabica, street decorations; Lou Conway, traffic, parking and safety.

Price and Trani will be aided by Bob Lambie in charge of the international festival; Esther Fellers, outdoor movies; Tom Ivey and Andrea Gomez, street dancing; Anthony Sokolich, fish fry.



Blessing of the fleet by a Catholic Cardinal is one of the outstanding annual features.

Tenth Annual Fishermen's Fiesta

(Continued from page 11)

pounds of raw fish to make one pound of canned fish. After cleaning, the meat is chopped to the desired size and packed in cans. Before the cans are sealed, salt and salad oil are added. The sealed cans then are subjected to another 90 minutes of cooking in what amounts to a pasteurization process.

Forty per cent of the nation's canned fish is produced in California and, with the 16 largest of the state's 52 canneries located in the Los Angeles Harbor area, 90% of the state's fish pack is produced there. About 5,000 persons are employed in these canneries, with an annual payroll in excess of \$15,000,000 and in the most recently reported three-month period, the canneries paid commercial fishermen over \$13,000,000 for their catches of tuna, sardines and mackerel.

The principal market for tuna is in the United States but \$14,000,000 worth of tuna and other fish is exported through Port of Los Angeles

annually. Of the \$386,000,000 worth of canned fish produced in the U.S. last year, \$147,350,000 worth came from Los Angeles Harbor and San Diego canneries.

The 1955 Catch

Los Angeles Harbor's commercial fishermen last year landed 365,000,000 pounds of fish, 60,000,000 pounds more than the second highest fishing port.

In 1950-51, the Harbor Department built an \$800,000 wholesale fish market on the main channel in the San Pedro district. Here, to the 14 wholesale companies leasing space, it brought daily 50 tons of fresh fish for distribution to retail markets all over the West. Twenty boats work around the clock, supplying this great demand. Trucks pick up fish for delivery to nearby markets, while the ice-packed delicacies are flown by air freight to more distant points.

Altogether, about \$100,000,000 has been invested in the fishing industry at Los Angeles Harbor and, because this industry is as vital to America's health and welfare as agriculture, is an investment in the nation's future, made by the municipal people and members of the industry.

National Tuna Week

September 13-22, 1956

ALL over America people are being told that National Tuna Week is being observed this year from September 13 through 22—a little earlier than usual to tie in with the back-to-school movement of youngsters.

Sponsors of the big promotion, the Tuna Research Foundation, have a four-color ad in the September 18 issue of Look Magazine . . . and a host of related manufacturers have joined in the overall promotion. For example, Minute Rice is featuring "Tuna Rice Pronto" with color pages in several magazines, also television facilities for the event and spectacular in-store displays.

Carnation Milk is using a tuna recipe on its "Burns and Allen" TV show, and Kraft Foods features a tuna sandwich recipe on TV and radio. Other network commercials include the "United States Steel Hour," the Reynolds Metals' "Frontier"

show, "Our Miss Brooks," "Topper," "December Bride," "Queen for a Day," and General Mills' TV outlets. Macaroni manufacturers also are cooperating.



Striped Bass in California

Back in 1879, according to the National Automobile Club, there wasn't a striped bass to be had in California. At that time, however, some enterprising fellow scooped 132 little stripers from the Navesink River in New Jersey, put them into a tank and on a train, brought them out to California, and dropped them into the water just off Martinez. Three years later they dropped another 300 stripers into the Suisun Bay.

And then Mother Nature took over. A five pound female bass may spawn as many as 250,000 eggs in one season, a 12 pounder may spawn 1,250,000 eggs, and it is estimated that a 75 pounder would probably spawn close to 10 million eggs.

So well have the females been spawning down through the years that in 1948 California anglers took well over 1,500,000 striped bass from local waters and this hardly put a dent in the total number of stripers that lurk beneath the surface of the waters around our state. During June and July, when eggs are hatching, the total number of tiny fish in such bodies of water as Suisun Bay and the San Joaquin Delta must be almost astronomical.

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TUNA DAY AT L. A. AD CLUB

Herbert C. Davis, assistant manager of the California Fish Cannery Association, was the featured speaker at the weekly meeting of the Los Angeles Advertising Club on September 4. Among the interesting figures which dazzled the ad men were those of this year's Fiesta Skipperette, Nancy Harris, and two of her mates, Ann De Meglio and Jeannette Gradis.

The factual figures related by Herb Davis got this headline in the Los Angeles Times: "Darndest Fish Story Told and It All Proves True." The Times went on to say . . .

He told about how Los Angeles Harbor has become the tuna capital of the world with 9,000,000 cases of the stuff likely to be sold this year;

Antibiotics Help to Keep Fish Fresh

A new method of preserving fresh fish and other foods by the use of antibiotics, chiefly Aureomycin, "may be the biggest advance in food processing since the development of frozen food 25 years ago." So states Milton Silverman in the June issue of Reader's Digest, telling consumers about the antibiotic process now well known in trade circles.

In an article condensed from The Saturday Evening Post, Silverman says the commercial fishing industry sees the new process (called "Acronize"), offering "vast new fields for many of their products."

The article cites results of research in preserving fish. Dr. Hugh L. A. Tarr, head of a Canadian government fisheries laboratory in Vancouver, B. C., sought a microbe-killing chemical that was safe for humans. He found it in the gold-colored Aureomycin.

Tests showed that untreated minced fish spoiled rapidly even at 38° F. But with just a trace of Aureomycin the fish was "sweet to the nose and pleasant to the palate" after 10 to 14 days.

Freshly caught fish were preserved by mixing a small quantity of Aureomycin with the flaked ice in which the fish were stored on shipboard. After cooking, the trace residue of Aureomycin was only 1/15th of an ounce in 10 tons of fish.

The king salmon of the Pacific Northwest is expected to be particularly benefited by the Aureomycin treatment, as this fish's flavor is best within 12 hours after it is caught.

How more than 11,000 commercial fishing boats using L.A. Harbor facilities produce more than one-third of the nation's fresh and canned fish, or approximately \$50,000,000 worth—give or take a few pennies;

How fishing, one of five natural resources industries, "keeps the wheels going in the American capitalist system" (the others are agriculture, petroleum, forestry and mining);

How National Tuna Week will be celebrated beginning Sept. 13 with the 10th annual San Pedro Fishermen's Fiesta to be held Sept. 15 and 16, 1956.

Tests on king salmon shipped from Neah Bay, Wash., to a food laboratory in Princeton, N. J., revealed that the fish packed in Aureomycin ice were "uniformly in the pink of condition" after 16 days' travel. Those kept under standard ice refrigeration were "discolored throughout, marked by a definitely unpleasant odor, and scored low in taste tests."

Louisiana State University scientists have reported preliminary success with antibiotics in retarding bacterial growth in shrimp.

The new process has emerged out of research conducted by Dr. Tarr of Vancouver, Ohio State University and the American Cyanamid Co., producers of Aureomycin.

The Food and Drug Administration has cleared Aureomycin's use in protecting chickens. Studies now under way on fish are expected to lead soon to FDA's approval in this field.

Advisory Committee

A special meeting of the American Fisheries Advisory Committee will be held October 1 and 12 in Chicago . . . featuring recent passage of the Fish and Wildlife Act of 1956. This provides, in part, for the extension of the Saltonstall-Kennedy Act on a permanent basis, and makes available annually hereafter the full 30% of the duties on imported fishery products, thereby removing the former \$3 million annual limitation of expenditures of these funds.

United States Fishery Research

America expended \$13,975,000 in the fiscal year ending June 30, 1956, on research and services for its commercial fisheries, according to a report released by Secretary of the Interior Fred A. Seaton.

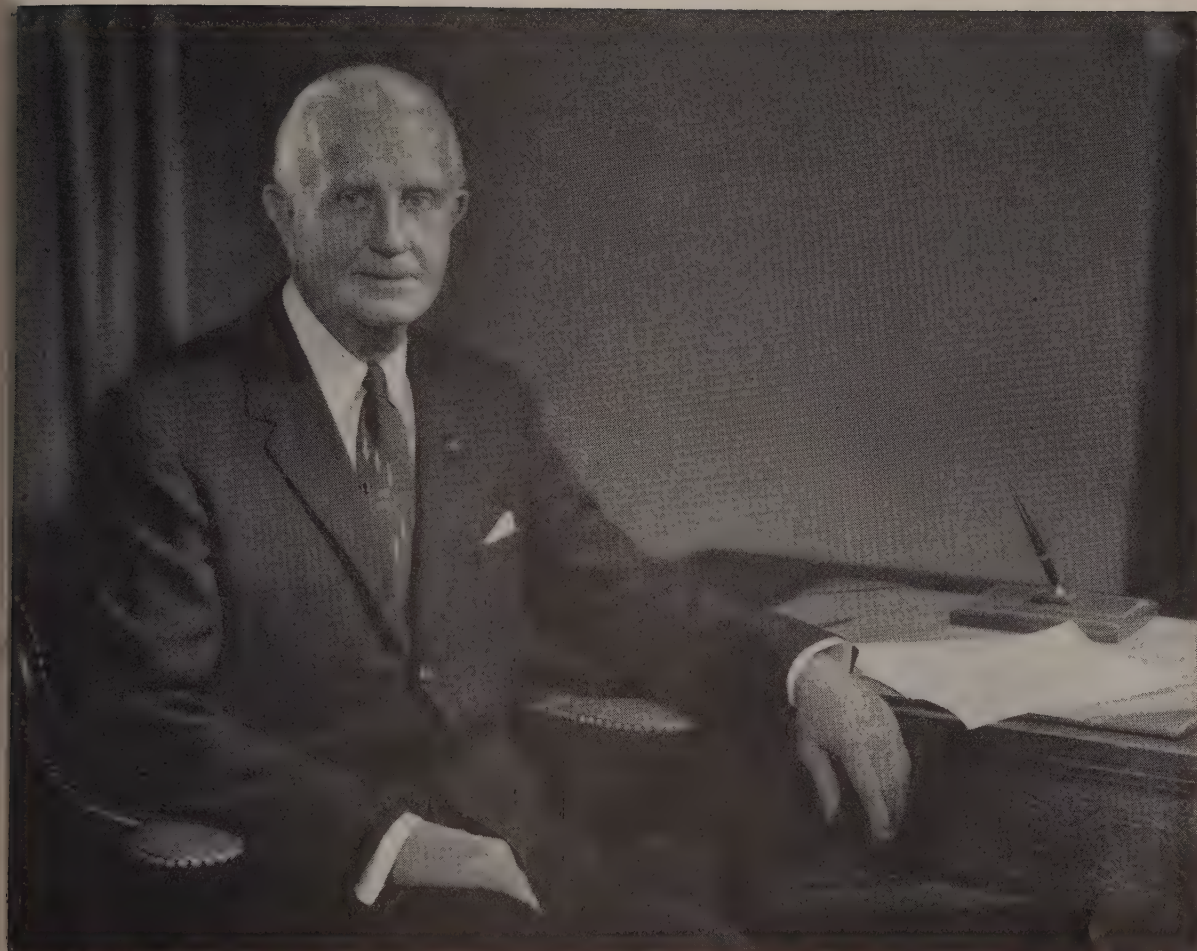
The report shows that \$4,733,000 was spent in salmon research and services; tuna activities got \$1,504,000 of which \$1,386,000 was spent on the Pacific fishery oysters got \$1,068,000 of which \$984,000 was spent on Atlantic and Gulf of Mexico problems; for sardines \$1,184,000 was spent with \$957,000 going to the Pacific; while \$613,000 was spent on the Atlantic and Gulf of Mexico shrimp fishery. The menhaden and halibut fisheries each got \$245,000. Research and services for all varieties of fresh-water fish amounted to \$917,000. The remainder of the funds were distributed among numerous other fish including rockfish, flounders, ocean perch, mackerel, mullet, striped bass, scallops, clams, crab and northern lobsters.

More than half of the \$4,015,000 supplied by States went to three varieties of fish; salmon research and development work getting \$983,000 eastern and southern oysters projects receiving \$706,000, and \$638,000 for work on the Pacific sardine

The annual catch of fish varies from year to year but approximate four and a half billion pounds. The value of the catch also varies but approximates \$350,000,000 a year.

The report puts shrimp in the first position in value of catch at the boat, third at the level of the processor and primary wholesaler and second at the retailer level. Tuna ranks first for the processor and primary wholesaler, first for the retailer and second for the fisherman. Salmon is second for the processor and primary wholesaler, third for the retailer and third for the fisherman.

Alaska is first among the States and territories in number of fishermen with 14,000 out of a total of 153,000. California heads the list in fishing craft in operation with more than 10,000 out of a total of about 87,000 craft. California, Massachusetts and New Jersey are rated on two, three in volume of catch; California, Massachusetts and Florida are one, two, three in value of catch.



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What's New or Different

Marine Caulking Compound

Stay-Tite has announced the addition of a new White color and the use of a bright new label for their Marine Caulking Compound. The new color joins the established favorites of Black, Gray, and Mahogany and features ease of application and an adhesive waterproof seal.

Full details may be received by writing Stay-Tite Products Company, 9400 Steinway Ave., Cleveland 4, Ohio.

Snap-On Lens

A new stop and tail light series in both one bulb and two bulb styles and featuring a snap-on lucite lens has been announced for boat trailer and other vehicle use.

A neoprene O-ring gasket holds the lens on tightly, yet permits the lens to be removed quickly with a twist of a coin or screwdriver. Its design eliminates all door screws and doors. It is completely waterproof, as well as dustproof; there are no springs to rust out.

Further information on the 107 Stop and Tail Light is available from R. E. Dietz Company, 225 Wilkinson St., Syracuse, New York.

Quick Starting Engines

A device which provides quick starting for all gasoline and diesel engines, named "Start Pilot," is simple, compact and economical. It injects a small quantity of ignition-promoting fluid as a fine spray, mixed with air, into the engine intake manifold. This supplies quick starts, even at temperatures as low as -60 degrees F. . . . saves engine wear and lengthens battery life . . . has been scientifically tested for use on trucks, tractors, busses, hoists, dozers, marine engines, and other gasoline and diesel powered equipment.

The Start Pilot unit uses a special low ether content blend of Sure Fire Motor Starting Fluid packed in hermetically sealed capsules which can be stored indefinitely without deterioration . . . ready for immediate use. Write Wilco Company, 4425 Bandini Blvd., Los Angeles 23, Calif.

"Power Voice" Speaker

The first mobile communications type speaker will be built in transistor amplifier has been announced by Motorola. The "Power Voice" speaker provides up to ten times the audio output of standard passive speakers in mobile two-way radio installations.

The speaker element has a band-pass frequency response tailored specifically for mobile service. It accents voice frequencies but suppresses ignition noise and other interference above and below the basic voice frequency range.

More information is available from Motorola, Inc., 4501 West Augusta Blvd., Chicago 51, Illinois.



Land and Water Cruiser

Wonderful possibilities are claimed for the Neptune Land and Water Cruiser . . . a 28 foot conventional trailer that converts into a sporty water cruiser by simply backing it into the water and retracting the wheels. Power afloat is supplied by an outboard motor. Sounds great, doesn't it? For complete information, write Neptune Corp., 723 Sonora Ave., Glendale 1, California.

Golf Course Guide

Golfers who don't want to miss a stroke—whether on a business trip or while vacationing in unfamiliar California territory—can rest easy.

The Automobile Club of Southern California has just published a booklet listing more than 200 California golf courses.

Noting green fees, pars, "pros" and other pertinent information, "Golf Courses of California is available to Club members, out-of-state motorists and armed forces personnel. The booklet can be obtained at any of the Club's 59 district offices and the main office.

Safety Alarm Horns

Miniature Freon-powered horns are making traveling safer for hunters, fishermen and boat enthusiasts.

The Refrigeration Department of American Potash & Chemical Corporation is supplying Charg-A-Can containers of Freon-12 for an expanding market demand for the series of alarm horns manufactured at the Summit, N. J., plant of the Falcon Alarm Co., Inc.

One of these units, weighing less than a pound and a half, makes a 110-decibel warning sound which can be heard more than 1000 feet. The horn will provide up to 300 two-second blasts from each Charg-A-Can of Freon.

The horn is finding purchasers among sportsmen who carry them on hunting and fishing trips, while another adaptation is as a foghorn for boat owners.

The Freon used to activate these horn alarms is harmless, does not deteriorate and can be kept liquefied in light containers at normal temperatures.

New Telescope Manual

Outdoor enthusiasts, fishermen and all interested in using telescopes will find authoritative information in a new 48-page manual, "The Telescope," just published.

Major sections of the new manual have been devoted to outlining the various uses of telescopes, and to some of the problems involved in choosing the right telescope for every purpose.

Also included are chapters covering the use of telescopes in astronomy, photography, trophy and varmint hunting, target shooting, bird watching, and general nature study.

Prepared under the supervision of experts in each of the fields covered, the manual is said to be the most complete ever published on the use of telescopes in such a wide variety of activities.

Copies may be obtained free by writing the Bausch & Lomb Optical Co., 635, St. Paul St., Rochester, N. Y. Ask for Manual G-36.

Fish in Public Eating Places

About three-fourths of all public eating places serving fish and shellfish purchase exclusively from wholesalers. Contrary to general belief, however, the retailer has also his proper place in supplying fish and shellfish to public eating places.

Retailers are the sole source of supply of fish and shellfish for 45,000, or about 22%, of the 208,000 public eating places . . . according to recent Fish and Wildlife Service sample survey.

Of the different types of public eating places, the smaller restaurants and drug stores having less than \$40,000 annual sales from food, are the principal customers of retailers or fish and shellfish supplies. The larger restaurants, cafeterias, and hotels purchase fish and shellfish almost exclusively from wholesalers.

"Shellfish All Around Us"

Because of America's shellfish abundance, "everyone should know how to prepare and enjoy these protein-rich delicacies," says Helen McCully, McCall's food editor, about her September food article, "The Delicious Shellfish All Around Us."

Besides the double spread picturing crab, shrimp, lobster, scallops and oysters in full color, there are 18 recipes on the following pages, plus instructions on "How to Boil and Shell a Lobster," and "How to Clean and Boil Shrimp."

The National Fisheries Institute has sent tear sheets to 365 telecasters for use on their programs, which means that millions of homemakers, in addition to McCall's four and a half million subscribers, may learn how to prepare shellfish . . . with shrimp, lobster, scallops, oysters and crab, now available in greater quality, quantity, and variety than ever before.

Football Changes

Sportswriters and sportscasters who hold a high regard for accuracy will have to be doubly careful this season when they start playing fast and loose with such words as "pigskin" and "hoghide."

The reason for this caution is that something new has been added to the National Collegiate Athletic Association Rules which govern college football play across the country. But unless someone took the time to men-

tion it, it's hardly likely anyone would notice.

This season, for the first time, the rubber-covered football becomes part of the official family. And a team will be allowed to use any football it so desires while on offense—rubber-covered or leather. Previously, the rubber-covered football could be used only by prior agreement of the opposing teams. Main sponsor of this change is the W. J. Voit Rubber Corp., Los Angeles.

The Voit rubber-covered ball performs exactly as does its leather counterpart, being identical in shape, size, inflation and other specifications. Two principal advantages the rubber-covered ball claims are (1) economy and (2) long life.

The Voit ball has the ability to outwear a leather football upwards of three to one. And the rubber-covered ball maintains its official performance throughout its lifetime. Even during wet weather conditions, the ball will not gain weight or change shape. Many schools which have used these modern balls during the past several years derived additional benefits from the economical aspects and have been able to direct more funds towards the purchase of protective and minor sport equipment.

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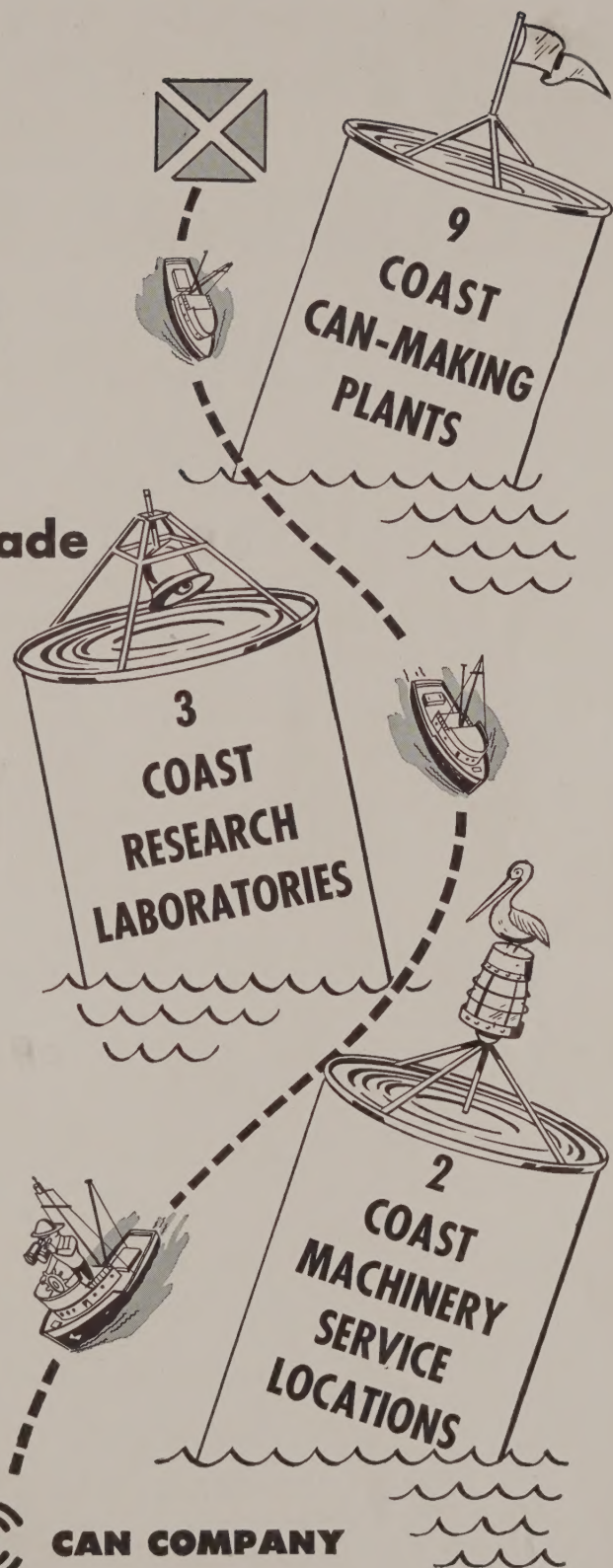
No matter where you operate on the West Coast, Continental will give you all the cans you need — exactly when you need them. Four of our fine can-making plants devote most or all of their time to containers for tuna, salmon and sardines. Speedy deliveries, however, are just the start of our hand-tailored fish can service. You get individualized research and engineering help, too, from our handily located laboratories and machinery service centers. Remember, Continental experts have 27 years experience in the ways of Western fish packing.

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NATIONAL TUNA WEEK

SEPTEMBER 13-22, 1956

The 1956 observance of National Tuna Week will be as beneficial to the California tuna industry as the industry itself makes it!

Your Cannery Association has cut the pattern for a full, national publicity and promotional program embracing television, radio, and related products advertising.

Millions of consumers are going to be made more aware of California tuna—its goodness, versatility, and place on the family menu.

With all of the resources at the industry's command backing up the campaign, this important annual food observance week can move more product—and keep it moving.

Let's make the very most of the opportunity . . .

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ASSOCIATION INC.

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Coast Fisheries (Division of the Quaker Oats Company)

Franco-Italian Packing Company, Inc.

Pan-Pacific Fisheries, Inc. • South Coast Fisheries, Inc.

Star-Kist Foods, Inc. • Sun Harbor Packing Company

Chicken-of-the-Sea, Inc.

West Coast Packing Corporation • Western Cannery Company